





### To-day's Advertisements.

#### THEATRE ROYAL CITY HALL.

Under the direction of Mr. ROBERT BROUGH, Representative—Mr. HAMILTON.

THIS EVENING.

(SATURDAY), the 5th March, 1898, Commencing at 8 P.M.

#### BROUGH COMEDY COMPANY.

POSITIVELY LAST NIGHT

"SOWING THE WIND," "SOWING THE WIND," "SOWING THE WIND," BY SYDNEY GRUNDY.

MONDAY AND TUESDAY, 7th and 8th March.

"THE AMAZONS," "THE AMAZONS," "THE AMAZONS," A FARCE ROMANCE BY A. W. PINERO.

WEDNESDAY AND THURSDAY, 9th and 10th March.

"A VILLAGE PRIEST," "A VILLAGE PRIEST," "A VILLAGE PRIEST," BY SYDNEY GRUNDY.

PRICES OF ADMISSION.

DRESS CIRCLE AND ORCHESTRA STALLS \$1 STALLS \$0.50

Soldiers and Sailors in Uniform Half Price to the Pit only.

Doors open 8.15 P.M. Curtain 9 P.M. Box Plan now open at the ROBINSON Piano Co's Warehouse.

A Late Train for the Park will leave each evening fifteen minutes after the fall of the curtain.

Hongkong, 5th March, 1898. [320]

#### NOTICE.

A LADY of considerable experience wishes to obtain DANCING PUPILS. For terms and full particulars address.

DANCING, c/o Hongkong Telegraph Office. Hongkong, 5th March, 1898. [350]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on MONDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1898. [328]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

THE Company's Steamship

"IXION," Captain Nish, will be despatched as above on MONDAY, the 7th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, 5th March, 1898. [348]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"HUNAN," Captain Foster, will be despatched as above on TUESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1898. [344]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"WOOSUNG," Captain Clegg, will be despatched as above on TUESDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1898. [345]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, MASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, and SOUTH AFRICAN PORTS.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE," Captain R. Mils, will be despatched as above on SATURDAY, the 12th instant, at 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

### To-day's Advertisements.

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG," Captain J. Kynoch, will be despatched as above on WEDNESDAY, the 9th instant, at Noon.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th March, 1898. [349]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHWANG.

THE Company's Steamship

"TAM-SUI," Captain Moore, will be despatched as above on WEDNESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1898. [346]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched as above on FRIDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th March, 1898. [347]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"BENGAL," Captain L. M. Whitmer, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Calcutta to the above steamer.

Packages will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th March, 1898. [5]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"URD," Captain P. Hansen will be despatched as above on or about the 15th April.

To be followed by the S.S. "QUEEN MARGARET," on or about 15th May, 1898.

S.S. "ST. NINIAN," on or about 10th June, 1898.

S.S. "CRAIGFARN," on or about 30 June, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 5th March, 1898. [343]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"SUNDA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, S.S. *Suffolk*, From Madras, S.S. *Lalpara*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th March at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th March, 1898. [2-5]

#### NOW READY!

IN HANDY PAMPHLET FORM.

A FULL CAREFULLY REVISED and accurate account of the INTERPORT CRICKET MATCHES

With a Critique on the Week's play, the Festivities connected with the Carnival and the betting and fielding of the various teams.

PRICE, 50 CENTS PER COPY.

Orders will be promptly attended to by THE MANAGER

THE "HONGKONG TELEGRAPH" OFFICE.

No. 6, FIDDER'S BUILDING.

Hongkong, 5th November, 1897. [173]

### Intimations.

#### DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

#### AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1896. [10]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRITS.

ALL wines are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and water.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 5, 1898.

NOTES AND COMMENTS.

There has been considerable discussion arising out of the natural tendency towards an Anglo-Japanese alliance. There is an unwritten alliance; perhaps unspoken, perhaps there has been no word of it, but it exists all the same, just as there is no such document as the British constitution, yet, the thing which exists in the abstract and has no feasible, tangible embodiment is one of the greatest things in the world. So the Anglo-Japanese alliance may never be written nor even hinted at by statesmen in authority but it exists from force of circumstances.

From this fact has arisen a discussion on the fitness of the Japanese to be classed as a civilised race. There are people who consider it would be a disgrace to a Christian nation to be allied with Japan because, as they believe, the Japanese are savages and heathens. This has been chiefly caused by the sensation arising out of the Port Arthur atrocities. The *Japan Mail*, however, denies that Chinese women were attacked at Port Arthur, but as a matter of fact some women and children were killed and it is incorrect to contradict this. To say that Port Arthur was no worse than Badoes, is to say the Japanese are about a century behind the times in humanity. To draw a parallel with scenes in the Indian mutiny is a gross injustice, for the provocation in India was a thousand-fold worse than in Liaotung. In India, a subject race of apparently faithful servants suddenly and treacherously massacred ladies and infants in horrible fashion and on a wholesale scale. In Liaotung, a few acknowledged spies, invading a foreign land in war time, were caught and were only killed according to the known and time-honoured customs of the country, the law of the empire in fact; and a few soldiers, other than spies were similarly treated—all quite properly.

and in order, according to established Chinese usage. The Japanese who suffered were fighting men, knowing what they were facing; and it is an injustice to put the two in one category. Anyhow, the British did not profess much humanity fifty years ago, and Japan aspires to be as civilised as we are now, and as we were of old. They honestly do their best and deserve credit for the degree of success they obtain; but that is no reason for persistently denying their occasional lapses. It requires a lot of schooling to eliminate the brutality of human nature in any race; the Japanese have not yet had as much schooling as they need.

All this, however, is no reason why Japanese and British troops and squadrons should not fight side by side if war breaks out. The mere consciousness of being with the British in action would be a restraining influence if any were needed. Certainly the Japanese, even granting that they are not Christians and are not long freed from traditions of savagery in war, are as civilised as our Gurkhas and Pathans. A more potent argument against any specific alliance is the fact that the Japanese are too prone to believe in themselves, and will not make good allies because their idea of co-operating with foreigners in any undertaking consists mainly of expecting the foreigners to play second fiddle. If two armies or two fleets are to co-operate, there must be one leader, loyally and absolutely obeyed without question; and that is where an Anglo-Japanese force would perhaps not be a success.

Some people in Hongkong are getting terribly excited over the question of a Post Office site. We have been several times asked why we do not contribute our share to the discussion now waging so fiercely. It is because we have something better to do with our time and the space in our columns than to distress ourselves and our readers over such a trifle. Hongkong is such a wonderfully compact place that no part of it is further than a stone's throw from any other part, and what difference would a few yards make? Hongkong residents forget how fortunate they are in having every place so near. It is unique. No city in the world contains so much in such narrow space. People grow narrow-minded, apparently, on that account, and worry themselves woefully over a distance no greater than the width of a Tokyo street. "Spectator" and "Pro Bono Publico" and "Ruat Caelum" and all these painfully over-earnest wranglers, would learn to appreciate Hongkong better if they would go and live somewhere else. And if they lived elsewhere, perhaps Hongkong would be better.

We are pleased to note from the *Journalist* that our esteemed morning contemporary is likely to be happily under new and able management. This will fill a long felt want. The *Journalist* of January 29th says:—"Mr. Jesse Potts, who has been sub-editor of the *Rockdale Times* for four years and is now about to sail for China to take charge of the *Hongkong Daily Press*, was the recipient of a presentation from his colleagues on the *Times* staff on Saturday evening, at the Roebuck Hotel, Rochdale, in the presence of a numerous gathering of local journalists."

### TELEGRAMS.

#### THE CHINA LOAN.

TIENTSIN, March 4th.

The loan by the H.B.S. and German banks is an accomplished fact. The British Minister has obtained a pledge that Yochow (at the entrance to the Tungting Lake) shall be made an open port in two years, and that the waterways shall be opened to trade in June next. The integrity of the Yangtze is assured. This I am satisfied is absolutely true.

#### DISRUPTION OF CHINA.

#### CENTRAL PROVINCES SECEDING.

#### THE EMPEROR DEFIED.

#### HUNAN TAKING THE LEAD.

SHANGHAI, March 5th.

The *Mercury* states that it has received information from high official sources, revealing a plot among provincial rulers to throw off the Manchu yoke, and set up an independent government. Two viceroys, namely the one at Nanking (Anhui and Kiangsu) and the one at Wuchang (Hunan and Hupeh) together with the governor of Hunan province, have entered into a secret compact to direct the affairs of the entire Yangtze Valley, with headquarters at Nanking. They are to govern irrespective of any orders from the Emperor, and will not allow the Emperor any voice in the affairs of government of the central and western provinces of China. This practically means cutting the empire in two, leaving the northern and the maritime provinces for the present dynasty, while the Council of Three make themselves responsible for all the Yangtze provinces. This is believed to be on account of the granting of the Likin revenue to foreigners as security for the loan.

#### ANOTHER CHINESE LOAN.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 5th.

The Central Government has instructed the Viceroy of the Liang Kwang to remit

to Peking Tls 1,000,000 from the revenue from Lekin. He has great difficulty in so doing and has therefore invited the wealthy merchants of Canton to advance the money, as a Loan at 7 per cent for five years. This is only rumour; but it is certain that efforts are being made to raise money in the Viceroy's Yamen.

### REUTER'S MESSAGES.

#### GREAT BRITAIN AND THE POWERS IN CHINA.

LONDON, March 3rd.

The *Standard* states that the Government is negotiating with Russia and Germany, with a view to the embodiment, in a formal diplomatic agreement, of their assurances regarding China.

#### PARLIAMENT—UGANDA.

In the House of Commons, in a debate on Uganda, Mr. CURZON said that it was proposed to maintain a battalion of 700 Sudanese, a battalion of Swahilis, and 400 Indian troops at Uganda. He said further that a thorough enquiry would be made into the grievances of the Sudanese, and that Major MacDonald was entirely blameless.

The Europeans are safe in the impregnable fort of Kampala.

#### LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.72 per £.

H.M.S. *Centurion*, the British flagship, arrived from the Chusan to-day and received the usual salute from the battery of the U. S. flagship.

DIRECT cable communication between Foochow and Formosa is interrupted. Telegrams can be forwarded via Japan to Formosa at the rate of \$1.30 per word.

The cantata "Ruth" to have been performed at the Union Church this evening, but, we are sorry to say, had to be postponed owing to the illness of several members of the choir.

As the result of a raid on a gambling school at 13 Aberdeen Street, last evening, Sergeant Gidley raked in seventeen fan-tan players and lodged them in the cells. To-day the two principals were each fined \$75 or two months and the others were fined \$25 or fourteen days.

A DUMB prisoner who can't read or write is providing a delicate problem in law for one of the London courts. He can plead neither guilty nor not guilty, and is unable to communicate with his solicitor, which is one of his privileges. So the question is raised whether a special act of Parliament will be required.

THESE seems to be a regular boom in the bicycle business just now and Queen's Road was thronged with riders this afternoon, the majority of them being blue-jackets and officers from the American warships. Our own jacks take very kindly to the game also and the number of service people wheel to-day would make quite a respectable cyclist's brigade.

MESSES. W. Bullis, A. Mann, G. Hennessey, T. Ford and D. Hall, who have retired from the Hongkong Police Force left for home to-day by the P. and O. liner *Coromandel*. They had a very heavy send off from their comrades and civilian friends and bag-pipes skirted them a farewell from the Market Wharf. The Chinese farewell their good will to the departing officers with a loud and long-sustained firing of crackers.

MESSES. Benjamin, Kelly and Potts, in their weekly share report, dated Hongkong, Friday, 4th March, say:—"The market has been very active, and stocks generally show an advance in the previous week's quotations. Hongkong and Shanghai Banks experienced a very sharp rise and up to 194 per cent premium was paid for shares; business has since been done at 191 per cent premium and sellers at 192 per cent for the settlement and the market closes with buyers for cash at 191 per cent premium and sellers at 192 per cent premium. China Sugars have been done at \$175. We hear that the Company will pay a final dividend of \$10 per share, making \$14 for the year, place \$140,000 to equalisation of dividend fund, write off \$75,000, and carry about \$30,000 forward. Liens have been sold at \$41 and are still obtainable. Passions have changed hands at rates between \$6.25 and \$6.50 and at better than equivalent rates on time." The Preference shares have been done at \$1.90. Charbonnages have been sold at \$1.50 and are now obtainable at \$1.47. New Belmonts have been booked at \$1.60 and \$1.50 for the Ordinary and Preference respectively, and more are obtainable at same rates. Ravels have experienced a sharp rise, and shares have changed hands at rates between \$2.25 and \$2.50. We hear that the result of the clean up for January and February is 2,000 ounces of gold. Others are a shade easier and are obtainable at \$7. A telegram from the Mine states that a crushing of 350 tons from Karaka yielded 136 ounces of gold. Great Patersons, \$1.10 paid up, have been sold at \$1.10. Hongkong and Whampoa Docks have been in strong demand, and sales have been effected at rates between 231 and 236 per cent premium, and are now wanted at 237 per cent premium. Kowloon Wharf shares have been negotiated at \$58. Hongkong Land Investment shares are a shade firmer, and have been fixed at \$74 and \$74.1. Hongkong Hotels are fixed firmer and have been done at \$50 and \$51. Humphreys's Estate have been sold at \$9. International Cotton Mills have been bought from the North at Tls 112. Hongkong Cottons are offering at \$15. Kwoh have changed hands in small lots at Tls 98 and Tls 100. Green Islands have been done to a considerable extent at \$30 and \$35 for the Old and New respectively. A. S. Watsons have been sold at \$12. Rogers have been sold at \$175 and \$174.1. Fenwicks are firm at \$20 ex the dividend of \$3 paid on the 1st instant. Lee are quoted for at \$107, and Tramways at \$105. Electric have been placed at \$6 and \$6.1.

IN Havana, Cuba, two physicians are said to have hit upon the happy idea of using mosquitoes to inoculate fresh arrivals to the city against yellow fever. The mosquitoes are first made to contaminate themselves by stinging a diseased person. The inoculation brings on a mild attack of the fever, but when that has passed away the patient enjoys immunity not only from the disease, but, what is even more curious, from the bites of the insects that have saved him.

THE latest religious observance in America is the rite of the "Holy Kiss," which is the doctrine of the "True Believers" of Southern Kansas and Western Arkansas. It resembles a very generous form of "kiss in the ring," and the ceremony is performed when the "Faithful" are moved by the spirit. They stand in a circle, each man kisses the woman on his right hand, then the "next" man to the woman, and so



## HUMPHREYS ESTATE AND FINANCE CO., LTD.

The twelfth ordinary annual general meeting of shareholders in the above company was held at the offices 38 and 40, Queen's Road Central, at noon to-day. Mr. Hart Buck presided and there were also present Messrs H. Humphreys, J. A. Jupp (secretary), G. C. Cox, W. Taylor, A. H. Mancell, W. D. Sutton, C. S. Sharp, and Capt. Clements.

The Chairman said—Gentlemen, I will with your permission adopt the usual custom and take the report and statement of accounts as read. Although our dividend for 1897 is 6 per cent instead of 7 per cent as in recent years, I think you will agree with me that the accounts show a decided improvement inasmuch as our shareholders are enabled to pay a dividend to our shareholders from earnings without encroachment on our Reserve. The Rent tolls was an increase over 1896, of \$370,669 and over 1895 of \$502,556 and will of course gradually increase year by year until all our property is developed and built over. I do not think I can hold out any prospect of a substantial improvement in the dividend until that has taken place because we are expending large sums in building operations all the time and it is hardly necessary for me to tell you while these building operations are going on the Company gets no return for its money and is as a matter of fact out of pocket in the extent of the Crown Rents. Our principal work during the year under review has been the development of our Kowloon property. In our last report we informed you that we were building 8 houses at Kowloon and expected they would be ready for occupation. I am pleased to say that these houses which are known as Cameron Terrace were completed on the 1st of December last and were at once occupied. I have also built 8 similar houses in Grange Avenue, these were completed on the 1st of January and passed two days later by the Sanitary Board and as they were all let from the day of completion the Company will get the benefit of 10 months' rents on this second terrace in the year account. In the latter part of last year we commenced building a fine class semi-detached houses which should be ready for occupation in September next, three are already taken, probably the fourth will be before it is finished. On the 1st of January last the Company acquired 5 Building lots at Yau-mai-nam Kowloon Island Lots 751, 754, 755, 756 and 760. We have arranged for the erection of 17 houses on Lot 751 and as Yau-mai-nam is rapidly improving districts will turn out a very satisfactory investment. In Hongkong we have acquired the fine residential area on the Peak Road known as Logland which are next to our house St. Andrews, at a price which will give the Company a good return on the purchase money. I do not think there is anything more for me to say that will interest you but if any shareholder would like further information I shall be pleased to answer any question.

Mr. C. S. Sharp asked regarding their shares in the Dock Co., whether it was their account shown in the accounts. He said because there was an amount to the credit of profit and loss and he did not know whether it was in the nature of an investment calculation amount.

The Chairman said that the amount shown was retained profit.

Mr. G. C. Cox said the debentures did not appear last year and he thought a few words of explanation about them would be useful.

The Chairman said that last year they had \$125,000 on mortgage. They had paid off the mortgage and issued these debentures at 6 per cent.

The Chairman then moved the adoption of the report and accounts.

Mr. G. C. Cox recorded the motion which was carried.

On the motion of Mr. Mancell seconded by Mr. Sutton, Mr. F. Henderson was re-elected auditor.

The Chairman announced that dividend warrants would be ready on Monday, and the meeting terminated.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

## IN APPELLATE JURISDICTION

(Before His Lordship the Chief Justice, Sir J. W. Carrington, Kt., C.M.G., and the Puisne Judge, Mr. A. G. Wills.)

Saturday, March 5th.

**THE "R. R. THOMAS" ASSAULT CASE.**

This was an appeal by Chief Mate Patrick of the American ship *R. R. Thomas* against a sentence of six weeks' imprisonment imposed on him by the Hon. H. E. Woodhouse at the Magistrate's Court on February 12th for assault. Mr. M. W. Slade (instructed by Messrs. Wilkinson and Gills) appeared for the appellant and the Attorney General (instructed by Mr. H. H. Denney, Crown Solicitor) appeared for the respondent. Mr. Slade said that Mr. C. E. Patton was mate of the American ship *R. R. Thomas*, now lying in the harbour, and he applied to the decision of the Police Magistrate in a case where he was charged with assaulting the respondent, A. Brenner, a seaman on board the ship, and for which he was sentenced to six weeks' hard labour. The appeal was brought under sections 104 and 105 of the Magistrate's Ordinance and the Magistrate gave leave to appeal to the full court for a rehearing. The appeal was made within the time required and the grounds on which it was made were that the decision was erroneous on a point of fact and against the weight of evidence, and that the sentence was excessive.

The Attorney General said that the respondent was required to be served with notice but he did not appear to have been so served.

The Chief Justice said that the Attorney General did not represent the Magistrate and he was not before the court. His Lordship did not see how the Attorney General was there unless he appeared for the respondent.

The Attorney General said he could not say that he appeared for the respondent. He was there rather that the court might be informed of matters that had come before the Magistrate. It had been the usual course to serve notice on the respondent in an appeal and the Crown Solicitor had been served in this case. He thought that he should appear as a matter of course and he had been served on the respondent.

The Chief Justice said he did not think that the Crown Solicitor had any *locus standi*. There was some misapprehension in the matter. It would perhaps be better for the Attorney General to appear for the respondent.

## HONGKONG WATER SUPPLY.

The following report is courteously furnished for publication by the Water Authority, H.M.R. D. Ormsby, D. P. W.:

On 1st March, 1898, the water in Tiam Reservoir was 18.0 below the overflow presenting a storage of 255,000,000 gals while the water in Pokhiam Reservoir was 1.1 below the overflow presenting a storage of 54,450,000 gals. The total storage was thus 311,050,000 gals.

The following are the figures on the corresponding dates last year:

	Level.	Storage.
Tiam	14.1	284,488,000
Pokhiam	12.8	35,398,000
Total		320,886,000

The total consumption for all purposes during February was 78,947,000 gallons giving with an estimate population of 177,450 an average daily consumption of 150 g. 1100 per head.

For the corresponding period last year the total consumption was 58,657,000 gallons or an average daily consumption of 14.1 gallons per head for the population of 169,000.

The Government Analyst reports the water to be of excellent quality.

## REORGANIZING THE PERSONNEL OF THE U. S. NAVY.

The Board of Naval Officers appointed by the Secretary of the Navy to devise some plan for the reorganization of the personnel of the navy has concluded its labor and submitted its report. The recommendations are, as far as they go, radical enough, and the fact that an additional annual expense of \$300,000 goes with the proposed reorganization plan is likely to defeat the entire scheme. Briefly explained, the engineer corps will cease to exist as a separate organization, and in the course of a few years its functions will be performed by line officers. This plan disorients the thirty-year fight between the line and engineer corps, but leaves several other corps' troubles still unsettled. These are the medical staff, the constructors, the civil engineers, the pay and the marine corps. It was at first intended to recommend the abolition of the latter, but fear that the entire reorganization scheme might be jeopardized caused the board to leave these recommendations out—for the time being. Indications point, however, to the abolition of the pay and marine corps in the near future, so far as their service on board ship is concerned. The argument is used by the line branch that every officer on a ship should be a military officer and the purely civilian service now performed by paymasters could be done as well by the pay clerk, under the supervision of a line officer. The proposition is favored by the pay clerk, who look for warrant rank and some definite standing in the navy, which they are now denied.

The paymaster occupies a station on the port side in the wardroom. His daily routine is to look after his pay clerk and yeoman, to make regulations for money and stores, and to purchase the latter when in foreign ports. He acts strictly under the orders of the commanding officer. In the event of an engagement at sea the paymaster assists the surgeon. In the case of the abandonment of ship the paymaster's duty is to see that the safe is saved. These duties, the line officers point out, are non-military in their nature and could be done with ease by a line officer, who, in the event of trouble, could take charge of a division and be of some service.

In the coast survey vessels there are no paymasters, the captain seeing as such, and in the old navy it sometimes happened that the paymaster died and his duties then devolved upon the captain. A story is told of the captain of a frigate in the Pacific, away back in the '50's, who performed the duties of paymaster through nearly the entire cruise. His system, it is true, was rather unique and started the Fourth Auditor by its originality. Old Captain S., as the story runs, returned East after a three years' cruise, and after seeing his ship dismantled and laid up in ordinary the captain got the usual leave-of-absence orders and went to his farm. In the course of a month he received an official intimation that the Fourth Auditor wished to get his financial accounts of the cruise. Old S. replied that his accounts had been duly rendered. The entire office force hurried pigeon holes and lockers for the missing accounts, but without success. Another letter of inquiry was sent to the cruise captain-purser. His answer was that he had sent his accounts in a barrel ashore with other articles addressed to the Navy Department. With this intimation of the whereabouts of the missing accounts another sea chest was made from a closet in the Navy Department building, and a barrel was taken from the storeroom and found to contain the accounts.

When opened it was found to contain thousands of slips of paper, receipts for various sums of money paid officers and crew, and for stores of all descriptions taken on at many places during a long cruise. Only these and nothing more constituted the old sea-chest's accounts, and it took several months for the office force to unravel the business and put it into tangible form, but when the work was completed it was found to tally exactly with the sums the captain had drawn from time to time.

It was subsequently explained that when the captain entered upon the duties as purser he had two barrels placed in his cabin, one at each end of his desk. When any one was paid he took two receipts, one of which he dropped in the barrel on the one end, holding the other vouchers the other receipt went into the port barrel. This system of accounts, while it had the merit of simplicity, did not meet with the approval of the department, and no other officer has ever followed it. On the contrary, during the past ten years various methods have been resorted to, consisting of commodore, lieutenant, marine corps lawyers, now and then assisted by a paymaster, have worked indefinitely to devise a new system of accounts for the navy, with startling results. Only one system has survived the ordeal, after a two years' journey to the department. The commodore are dead or retired, the lieutenants are also retired, and the marine corps lawyer has resigned and is now a private citizen. Order seems at last to have been restored, where once all was chaos, and nothing is now more simple than the navy accounts, provided always that there is a competent clerk to do the work, and supervision on the official signature matters very little.

## A SPITEFUL ATTACK ON MR. KINDER.

HE REJECTS HANYANG RAILS THAT SHAP LIKE GLASS.

Under the heading "A Little Tin God," the *Echo de Chine* discharges itself by making a savage attack, stuffed with falsehoods, on Mr. W. Kinder, the Engineer-in-Chief of the Imperial Railways of North-China. The trouble is this. The *Echo* tells us that: "It is known that the Hanyang Iron works, under the able direction of two Belgian engineers, Messrs. Ruppert and Bongart, make day-day excellent rails, comparable with the best made in Europe." These rails have been passed by two impartial authorities, a French engineer and a German engineer, but Mr. Kinder submitted them to a test under which they broke like glass; and Mr. Kinder has had the audacity to suggest that in such matters H.E. Sheng should take the advice of a capable expert. This is too much for our contemporary, which gravely tells its readers that: "Mr. Kinder belongs to a missionary family, and we believe that at one time he followed this profession. Animated with a very natural desire to escape from this despised caste, he made his debut in life as a time-keeper or clerk of the works on a Japanese railway. Then he came to China, where his career was brilliant and rapid—undoubtedly less so than that of the leading ferry-boat man who was shot into the position of Admiral during the war of 1895. China being the kingdom of the blind, this once-eyed wretch" (Mr. Kinder) "exercised for a long time to the little domain in which he was installed an absolute and uncontested empire." Later on the *Echo* suggests that in consideration of his age and services, Mr. Kinder should be offered an honourable retirement as keeper of the works on a Japanese railway. Then he came to China, where his career was brilliant and rapid—undoubtedly less so than that of the leading ferry-boat man who was shot into the position of Admiral during the war of 1895. China being the kingdom of the blind, this once-eyed wretch" (Mr. Kinder) "exercised for a long time to the little domain in which he was installed an absolute and uncontested empire." Later on the *Echo* suggests that in consideration of his age and services, Mr. Kinder should be offered an honourable retirement as keeper of the works on a Japanese railway.

It would seem that there must have been something very wrong with those rails, for their condemnation by Mr. Kinder to call forth such a tirade of vulgar abuse. We have not quoted half of it. As a matter of fact, Mr. Kinder is the son of Major Kinder, who was Director of the Japanese Mint. He learnt his profession as an engineer in large works in England and Russia, then came out to Japan, where he was employed under Mr. Boyle (of Aran time) on the first railways built in Japan. He came to China about twenty years ago, and is responsible for all the existing railways in China, all of which are working profitably. But the conceited gentleman who is exploiting H. E. Sheng object to him apparently because he does not waste his time in talking about the big things he is going to do.

It may perhaps be mentioned that the Hanyang rails, equal as we are assured, they are to the best European manufacture, are not used for the Woosung railway.—*N. C. Daily News.*

**COMMERCIAL NEWS.**

**HONGKONG FREIGHT MARKET.**

In their *Freight Circular* issued to-day Messrs. Lamke and Rogge report as follows:

During the period under review the freight market has once more witnessed great fluctuations; the demand for steamers in some respect has in fact actually been in excess of the supply of tonnage and rates of freight consequently have been ruling very firm in most directions.

**STEAM-FREIGHTS.**—With regard to the demand for tonnage from Saigon to this port our prediction in last circular has proved quite correct inasmuch as the enquiry has been very much stronger even than heretofore. Medium sized steamers of not exceeding 4500 tons plain hulls have been here for some time, but have been extremely difficult to procure, rates of freight have advanced very materially indeed and after last closing quotation of 18 1/2 cents per ton, we are now able to quote 25 cents per ton, a rate that has not been paid for a great many years. This very considerable advance is again not attributable to any much firmer rice market at Canton, but chiefly to the continuous very strong demand for Japan combined with the difficulty of getting larger sized boats. Whether rates for Saigon to this port will continue to rise or whether the highest point has been reached, is quite impossible to say but it would anyhow seem probable that no retrograde movement need be feared for some time to come.

There has been nothing doing from Saigon to other ports, excepting for Kobe optional Yokohama, in which direction a large carrier has been fixed at 35 and 37 cents per ton respectively. Several Japanese boats are reported to be in Japan for same destination, but at lower rates. A further steady enquiry is existing April/May loading but considering 35/6 cents per ton per ton is not obtainable hence to Kobe, prospects for fresh business are necessarily very remote unless a material advance is offered.

This rapidly rising market as to shipments hence to Japan is a feature quite unprecedented in local shipping. During the earlier part of the month rates for Kobe were ruling very steady at 25, 27 and 28 cents per ton and steamers were glad to book whatever cargo they could get, but quite recently by a further material improvement has set in and rates, after various fluctuations, went up to 35/6 cents per ton per ton market closing steady at that figure.

The quantities of grain that are being shipped to Japan are very large indeed; sooner or later the demand must be filled, but it is to be hoped that the then unavoidable recession will not have too serious an effect on the freight market.

Re-Bangkok, no fresh business has transpired hitherto, tonnage is however in good demand at 25/30 cents per ton per ton, but steamers can do better in other directions.

From Japan coal ports to this, quite a number of steamers have been taken up, but in consequence of the large amount of tonnage fixed for Japan, a considerable proportion having to return, coal freight has been weakened a little and nothing better than \$1.55 per ton is procurable Moll to this and that for later delivery only. For prompt loading the demand is completely filled.

On monthly terms, we have also a fair number of settlements to report, particulars in subjoined list.

Fair prices have been paid all round and there are now only a very few steamers left open for time charter.

**SALE FREIGHTS.**—There is no change whatever to report under this head. The berth for New York etc. is still vacant but we expect to see some fresh chartering ere long now, though at what rates we cannot say for the present.

**COASTWISE.**—No charters effected but a vessel is wanted from Rajah to this.

The Am. ship *R. R. Thomas* has left with cargo of oil for Manila, the Brit. ship *Genia* also proceeds to Manila, the Germ. ship *Paul* has been ordered to leave for Hongkong, and the Sch. *Quilich* returns to Yokohama and thence to Japan.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the fifteenth ordinary general meeting of the Company, held at the offices of the General Manager on Monday, 21st March, at 11 a.m.:

For the year ending 31st December, 1897, the net profit, including the balance from last year, amounts to \$34,911.93, which it is proposed to deal with as follows:—

To place in reserve fund ..... \$ 25,000.00  
To pay a dividend of 15 per cent ..... 37,500.00  
To carry forward to next year's account 3,411.93

This result is an improvement upon that of last year and is especially satisfactory as the Company has had to face a heavy increase in the cost of fuel during the past twelve months. Each steamer has undergone her usual annual overhaul and is in first class order.

**Consulting Committee.**—Mr. J. H. Lewis was appointed in the place of Mr. Ezekiel and Mr. R. Shaw was re-appointed to the Committee on his return to the Colony in place of Mr. C. A. Tomes.

In accordance with the Articles of Association, Messrs. Gillis, Slebs, Lewis and Shaw all retire, but offer themselves for re-election.

**Auditors.**—The accounts have been audited by Messrs. J. H. Cox and T. Arnold, who are eligible for re-election.

**SETWAN, TOMES & CO., General Managers.**  
Hongkong, 21st March, 1898.

## NOTANDA.

**CALENDAR.**

**MARCH.**

**Metereological means based on ten years' observations to 1895.**

Barometer ..... 30.059  
Thermometer ..... 62.0  
Humidity ..... 85.0  
Rainfall ..... 4.08

**TO-DAY.**

**WEATHER REPORT.**

On date at 4 p.m.  
On date at 10 a.m.  
On date at 1 p.m.

Barometer ..... 30.11  
Thermometer ..... 58  
Humidity ..... 85  
Rainfall ..... 0.04

**TO-DAY.**

Saturday, 5th March, 1898.

Chinese—11th of 2nd moon of 24th year of Kwong-shi.  
Febs of Heng-shing, God of the Canton River, 11th—12th Feb. 1898.

Mohammedan—11th Shawwal, 1315.  
Sun—Rises ..... 6hr. 5min.  
Sets ..... 5hr. 51min.  
High water—Morning ..... 9hr. 25min.  
Afternoon ..... 7hr. 45min.  
Low water—Morning ..... 1hr. 41min.  
Afternoon ..... 1hr. 29min.

**ANNIVERSARIES.**

1849—Extinction of the Chinese Custom House in Macao by Governor Amaral.  
1856—Crown Garden Theatre burnt.  
1897—Fifty-eight rebels shot at Manila.

**TO-MORROW.**

Sunday, 6th March, 1898.

Chinese—11th of 2nd moon of 24th year of Kwong-shi.  
Jewish—18th Adar, 5658.  
Mohammedan—11th Shawwal, 1315.  
Sun—Rises ..... 6hr. 8min.  
Sets ..... 5hr. 56min.  
High water—Morning ..... 9hr. 16min.  
Afternoon ..... 7hr. 49min.  
Low water—Morning ..... 1hr. 11min.  
Afternoon ..... 1hr. 25min.

**ANNIVERSARIES.**

1841—Howitt's at Canton recommenced; Fort Napoleon taken by the English.  
1852—Fire of the riotous crowd in the burning of the *Imagene* executed.  
1896—The *Helena* lost on Cape Verde.  
1897—Great fire in Manila; over 400 houses burnt.

**CHURCH SERVICES.**

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m., Benediction, 5 p.m.  
Union Church—Services, 11 a.m. and 6 p.m.  
German Bethesda Chapel, West Point—Morning Service, 11 a.m.  
St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.  
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point—Mass, 8 a.m.  
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.  
St. Peter's Staten's Church—11 a.m. and 6.30 p.m.

**MEMORANDA.**

TO-DAY, 5th March.

9 p.m.—Performance of "Sowing the Wind" by the Brough Opera Company at Theatre Royal.

**SHIPPING AND MAIL NEWS.**

**MAILS DUE:**

American (Coptic) 7th inst.  
German (Bayern) 8th inst.  
Indian (Kwong) 9th inst.  
American (City of Rio de Janeiro) 14th inst.  
Australian (Monmouth) 14th inst.  
Tacoma (Columbia) 19th inst.  
American (Gaulth) 22nd inst.  
Canadian (Empress of China) 24th inst.  
American (City of Peking) 30th inst.

**THE P. & O. steamer Yuen, from China, arrived in London on the afternoon of the 4th inst.**

**We are informed by the Agents of the Austrian Lloyd's S.S. Co., that the Company's steamer Maria Valeria left Kobe for this port this afternoon, the 5th inst.**

**THE P. M. S. S. Co.'s steamer City of Peking, with mails, etc., left San Francisco for this port via Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 3rd inst.**

**THE P. M. S. S. Co.'s steamer City of Rio de Janeiro, with mails, etc., from San Francisco, left the 12th ult. via Honolulu, and is expected to arrive here tomorrow, the 6th inst. The ship is expected to leave for this port via Yokohama, Island Sea, Kobe, Nagasaki and Shanghai, on the 3rd inst.**

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DISTINCTIONS.	SAILING DATES.
WAKASA MARU.....	YOKOHAMA, KOBE and MOJIBARA	SATURDAY, 12th March, at 4 P.M.
YAMAGUCHI MARU.....	KOBE and YOKOHAMA	THURSDAY, 17th March, at 4 P.M.
S. Kawamuro.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAPA PORTS), PENANG, COLOMBO and PORT SAID.	FRIDAY, 18th March, at 4 P.M.
TOSA MARU.....	BOMBAY, via SINGAPORE (Transhipping Cargo for JAPA PORTS), and COLOMBO.	TUESDAY, 22nd March, at Noon.
IZUMI MARU.....	KOBE and YOKOHAMA	WEDNESDAY, 23rd March, at 4 P.M.
KANAGAWA MARU.....	SEATTLE, WASH., via KOBE and YOKOHAMA	THURSDAY, 24th March, at 4 P.M.
RYOYU MARU.....	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 1st April, at 4 P.M.
TOKIO MARU.....	E. W. Haswell	

\* Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st March, 1898.

## J.-J. CARNAUD, 3, rue d'Argout, PARIS.



## Notice of Firm.

## NOTICE.

THE Undersigned Firms have Tels Day been amalgamated and will in future carry on the business under the Name and Style of SANDER, WIELER & CO.

All Assets and Liabilities of the former firms have been taken over by the new firm. SANDER & CO. WIELER & CO. Office, No. 10, Queen's Road Central, Hongkong, 1st March, 1898.

## Consignees.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "PATHAN" FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 3 P.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd March, 1898.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., S.S. India, From Australia, S.S. Britannia, From Persia Gulf, S.S. Simla.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent. Hongkong, 4th March, 1898.

## NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of CANTON, which includes SHANSUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate sent forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need. There is no fee or charge for registration. EDWARD REDLOB, U.S. Consul.

United States Consulate, Canton, China, 2nd February, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFFRAK & Co., General Managers, Hongkong, 5th March, 1898.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, 1st March, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLINE,"

Captain Ellis, will be despatched for the above Ports on WEDNESDAY, the 9th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon is carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 3rd March, 1898.

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched on WEDNESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 1st March, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain H. Blecker, will leave for the above Ports on or about WEDNESDAY, the 9th instant.

For further Particulars apply to MELCHERS & Co., Agents, Hongkong, 4th March, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"BAYERN,"

Captain E. Prehn, does here with the outward German Mail about the 8th instant, will leave for the above Place about 24 hours after arrival.

For further Particulars apply to MELCHERS & Co., Agents, Hongkong, 4th March, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS,"

Captain Keay, will be despatched as above on SATURDAY, the 12th March.

For Freight, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 28th February, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

Captain Bailey will be despatched as above on SATURDAY, the 12th March.

S.S. "LENNOX" ..... about 12th April. S.S. "ATHAN" ..... 20th April. S.S. "ENERGIA" ..... 5th May.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents, Hongkong, 23rd February, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Steamship

"CREELED,"

will be despatched as above on or about the 15th March.

For Freight or Passage, apply to MELCHERS & Co., Agents, Hongkong, 15th February, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVE POOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"OOPACK,"

Captain J. Barber, will be despatched as above on or about the 24th March.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents, Hongkong, 22nd February, 1898.

## Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, E.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia | 1,691 | T. H. Dobson ... | Mar. 8.

Columbia | 2,605 | A. Gow ..... | April 3.

Tacoma | 2,549 | A. Dixon ..... | April 26.

Victoria | 3,107 | J. Truebridge ... | May 17.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Bramar | 3,601 | E. Porter ..... | Mar. 15.

Mogul | 3,654 | W. H. Wright ... | Mar. 29.

Argyll | 2,907 | W. Ward ..... | May 3.

Bramar | 3,601 | E. Porter ..... | May 24.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON &amp;c.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK &amp;c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &amp;c.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents, Hongkong, 15th February, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern ..... | Wednesday | 30th March. Prinz Heinrich ..... | Wednesday | 27th April. Preussen ..... | Wednesday | 25th May. Sachsen ..... | Wednesday | 22nd June. Bayern ..... | Wednesday | 20th July. Prinz Heinrich ..... | Wednesday | 17th Aug. Darmstadt ..... | Wednesday | 14th Sept. Preussen ..... | Wednesday | 11th Oct. Sachsen ..... | Wednesday | 9th Nov. Bayern ..... | Wednesday | 7th Dec. Prinz Heinrich ..... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 30th day of March, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 28th instant. Cargo and Specie will be received on board until 2 P.M. on TUESDAY, the 29th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 29th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents, Hongkong, 1st March, 1898.

Hotels.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS. P. BOHM, Proprietor & Manager. Hongkong, 3rd April, 1898.

I SAY I HERE'S SOMETHING GOOD. THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF?—

BREAKFAST ..... \$ 0.55  
Tiffin ..... 0.75  
Dinner ..... 1.00  
3 MEALS DAILY (Monthly Rate) ..... 40.00  
1 Tiffin ..... 15.00  
1 Dinner ..... 20.00  
Tiffin & Dinner ..... 30.00  
Breakfast & Tiffin ..... 25.00  
Breakfast & Dinner ..... 28.00

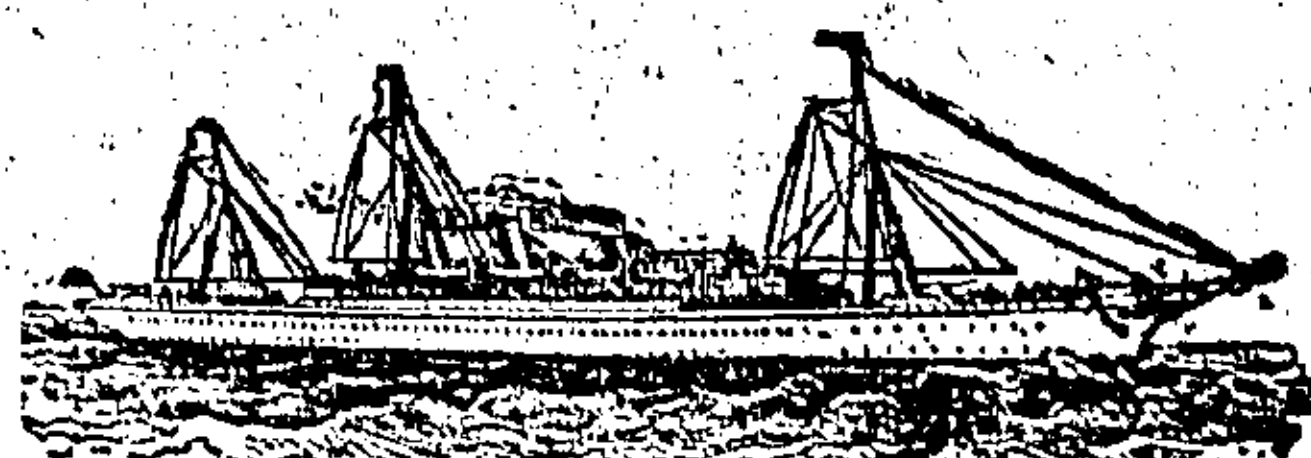
BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD, Manager.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th Mar., 1898.  
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 6th April, 1898.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which runs daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street, 13.

Hongkong, 22nd February, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Venus (via Nagasaki, Kobe and Yokohama) ..... On or about the 14th March.  
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 31st March, at Noon.  
Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 19th April, at Noon.

THE Company's Chartered Steamship "VENUS" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA on or about the 14th March.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 2nd March 1898.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOLE MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAFFIENS' GENUINE COMPOSITION RED-HEAD BRAND, HARTMANN'S GREY PAINT, DAHLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES. Hongkong, 16th May, 1898.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Wednesday, 23rd Mar., at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 9th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 20th April, at Noon.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 23rd March, at Daylight, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.